H2R Challenge -Spec 914

Revision 27 - 1/17/2021

H2R Challenge - Spec 914 - class specific performance rules

The H2R Challenge is intended to be a gentleman's race series amongst friends for the enjoyment of the competitors. No changes to the car are permitted unless expressly specified in the rules! If it doesn't say you can modify, upgrade, or substitute then you can't.

Spec 914 Rules

All drivers must comply with the H2R Challenge - **General Competition Rules** in addition to the **class specific performance rules**.

Cars

Eligible cars include Porsche 914s built in 1969 – 1976.

The minimum weight of the car and driver is 2050 lbs. post-race. Driver's will be responsible for making minimum weight to obtain points for that race. A maximum of 200 lbs of ballast may be added to achieve minimum weight. All ballast must be **securely and safely** attached to the passenger side floorboard. If the passenger floorboard is filled with ballast plates and more is needed, the ballast plates may extend up the rear bulkhead (behind the passenger seat location) as needed. Creative attempts to disguise ballast

in other parts of the car will result in disqualification or worse. Each car is subject to inspection during post race weighing.

Engines

Cars must run a 4 cylinder Porsche 914 engine. The base engine may be a 1.7, 1.8 or 2.0 liter. Engines may run 1.7, 1.8 or 2.0 liter heads. If 2.0 heads are used, the engine must run a full weight flywheel (see additional detail below).

Required modifications

Roll cage - Full roll cage w/ door bars that meets safety tech review by H2R. Tubing must be 1.5" x .090 DOM as a minimum (Chumpcar.com rules are good reference). Body sheet metal may be removed/ modified as required to accommodate roll cage installation. Ask questions and get guidance prior to building your cage.

Conversion of fuel injection to carburetors (2), replace fuel pump with low pressure unit, Change fuel lines and vent gas tank. Carburetors will be twin 2 barrel units with a throat diameter of 40mm or smaller.

Relocation of the battery to the front trunk – installed in a battery box or with insulated battery terminals.

Wheels and Tires:

For the 2021 Season, each class was given the choice of several options in selecting the spec tire for their class. Below is the spec tire selection for the Porsche 914 class.

Porsche 914 class selects the Dunlop Direzza ZIII (205/50-15) for the class spec tire beginning with Event #1 (February 2021). Class participants may also continue to race the Falken 615+ (spec tire for 2019-2020) through the end of the 2021 season. No other tires may be used starting with Event #1.

Any 15" wheel which matches the stock wheel bolt pattern may be used. While any appropriate wheel may be used, the spec tire must be used.

Allowed modifications – NOTE: If the rules do not say you can, then you cannot!

A 914/4 is a 914/4 you may use parts from any year 914/4 on your Spec 914 vehicle.

Structural repairs – Years and rust may have taken a toll on your chassis. Repairs and reinforcement of damaged metal is permitted, as required, to bring the chassis back to original strength.

Front sway bar is optional. Bar size and manufacturer is open. If you choose to install one, it must be mounted in the factory bar location.

Rear sway bar is optional. Bar size and manufacturer is open. If you choose to install one, it must be mounted in the factory bar location.

Any shock absorbers which will mount in the same manner and location as stock. No shock absorbers with external/remote adjustable dampers.

Rear springs may be replaced with any spring rated at 200# or less. Springs must be compatible with shocks as specified above.

Any exhaust headers and muffler that complies with the Harris Hill sound limit

Any steering wheel

Aftermarket body panels – no wings or spoilers

Any mirrors may be added

Hood pins or straps

Any brake pads and brake lines

Any lubricants

Suspension adjustments may be made only within the stock range of adjustment. Replacement of suspension bushings may be made of any non metallic material.

Interior (carpet, panels, and console) may be removed; the dash may not be removed (dash is defined as: dash framework, dash vinyl top and main instrument cluster panel).

Headlight units, door glass / mechanism, back glass and stock roll bar may be removed

Gauges may be added. The stock gauge panel must stay, but any substitute gauges may be installed. Stock gauges on the center console may be removed or relocated

The heater system may be removed including the heat boxes on the exhaust headers.

Tail shift or side shift transaxles may be used. Gearshift lever and linkage modifications/replacements are allowed.

Engine

Engine bore must be 96mm or less and stroke must be 71mm or less

Heads - There are 2 options for cylinder heads and rules for each. The compression ratio for selected heads may not exceed the factory spec for that head. Valve dimensions must be stock. Valve springs / retainers may be replaced / upgraded.

option 1 - 1.7 or 1.8 heads - engines running these heads may reduce the flywheel weight to not less than 12lbs.

option 2 - 2.0 heads - engines running these heads must run a full weight flywheel (18+ lbs). An inspection window must be cut in the engine tin to give visual access to the top of the bell housing.

Engines may either run a stock camshaft or the spec cam (Web Cam #494 - Item #00-682)

Any clutch pressure plate, disk and throw out bearing may be used.

Any engine valve covers, oil cooler, cooler fan and/or sump extension may be added.

Accusump type devices and dry sump conversions are permitted

Any air cleaner and/or velocity stacks contained within the engine compartment.

Cooling scoops may be added, but no "ram air" to the carburetor intakes

Any distributor which is driven by the stock drive shaft

Any coil (MSD type ignitions are not allowed)

Any Alternator may be used and is optional

A rev limiter may be added